

The Hongkong Telegraph

(ESTABLISHED 1881.)

THE UNITED ASBESTOS
ORIENTAL AGENCY
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED,
Central Managers.

NEW SERIES No. 4148.

日六廿月二十年八十二緒光

SATURDAY, JANUARY 24, 1903.

六年禮 號四廿月正英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1860.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,910,000

Head Office—YOKOHAMA

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIEN. NEWCHIANG.
PEKING.

LONDON-BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 30th October, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$1,475,000
RESERVE LIABILITY OF PROP'TORS. \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHewan, Chairman.
A. J. RAYMOND, Esq., Deputy Chairman.
G. Balloch, Esq. C. Michelau, Esq.
Hon. W. C. Dickson. D. M. Moses, Esq.
E. Goett, Esq. H. Schubard, Esq.
G. H. Medhurst, Esq. N. A. Siebs, Esq.
H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th November, 1902. [11]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG & SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer, at their option
balances of \$100 or more to the HONGKONG &
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG & SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [12]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000
Paid up Capital 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. C. Ewens, Esq.
Chow Tung Shang, Esq. J. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 19th November, 1902. [13]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.
BRANCHES: Calcutta Hankow
Tientsin Tingtao (Kiautschou)

LONDON-BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [14]

GUARANTY TRUST COMPANY OF
NEW YORK.
(AMERICAN BANK).

ESTABLISHED 1864.

U.S. GOLD
PAID UP CAPITAL \$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VIEUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

6 " 3½ "

12 " 4 %

E. F. GROS,
Acting Manager,
Hongkong, 1st December, 1902. [15]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 4,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.

CHEFOO. PENANG.

CHINKIANG. SINGAPORE.

CHUNKING. TIENTSIN.

HANKOW.

HONGKONG BRANCH purchases and receives for collection
Bills of Exchange drawn on the above
Places, and Sells Drafts and Telegraphic Trans
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1% per Annum Fixed Deposits for 3 months.

6 "

12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [16]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$600,000

RESERVE LIABILITY OF SHAREHOLDERS \$600,000

RESERVE FUND \$650,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On First Deposits for 12 months, 4 per cent.

6 " 3½ "

12 " 4 %

T. P. COCHRANE,
Acting Manager.

Hongkong, 2nd June, 1902. [17]

Hotels.

KING EDWARD
HOTEL.
A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Rooms specially reserved for Captains
of the Mercantile Marine.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hôte and Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [18]

HONGKONG
HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1902.

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

(10)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SINGAPORE &	Pekin	C. R. Longden, R. N. Nooh,	27th Jan.	Freight only.
BOMBAY &	Kormata	B. H. W. Snow	About 28th Jan.	Freight or Passage.
LONDON, &c.	Chusan	C. L. Daniel	Noon, 31st Jan.	Freight or Passage.
YOKOHAMA &	Matsu	C. L. W. Field	About 1st Feb.	Freight or Passage.
LONDON and	Manila	R. A. Peters	Noon, 3rd Feb.	Freight or Passage.
ANTWERP &				

* See Special Advertisement.

Via SHANGHAI, WAT-TRAI-WEI, MOJI, NAGASAKI and KOREA (Passing through the Inland Sea).

Calling at COLOMBO en route. (Calling at PENANG if sufficient inducement offers.)

Via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

Via SHANGHAI, MOJI, NAGASAKI and KOREA (Passing through the Inland Sea).

PASSENGER SEASON 1903.

For MARSEILLES, PLYMOUTH and LONDON DIRECT "MALTA" 6,064 Tons. 28th March, 1903.

Without Transhipment.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 23rd January, 1903. [19]

3

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

(10)

STEAM FOR			
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;			
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;			
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;			
Steiners will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.			
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.			

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

DARMSTADT WEDNESDAY, 4th February, 1903.

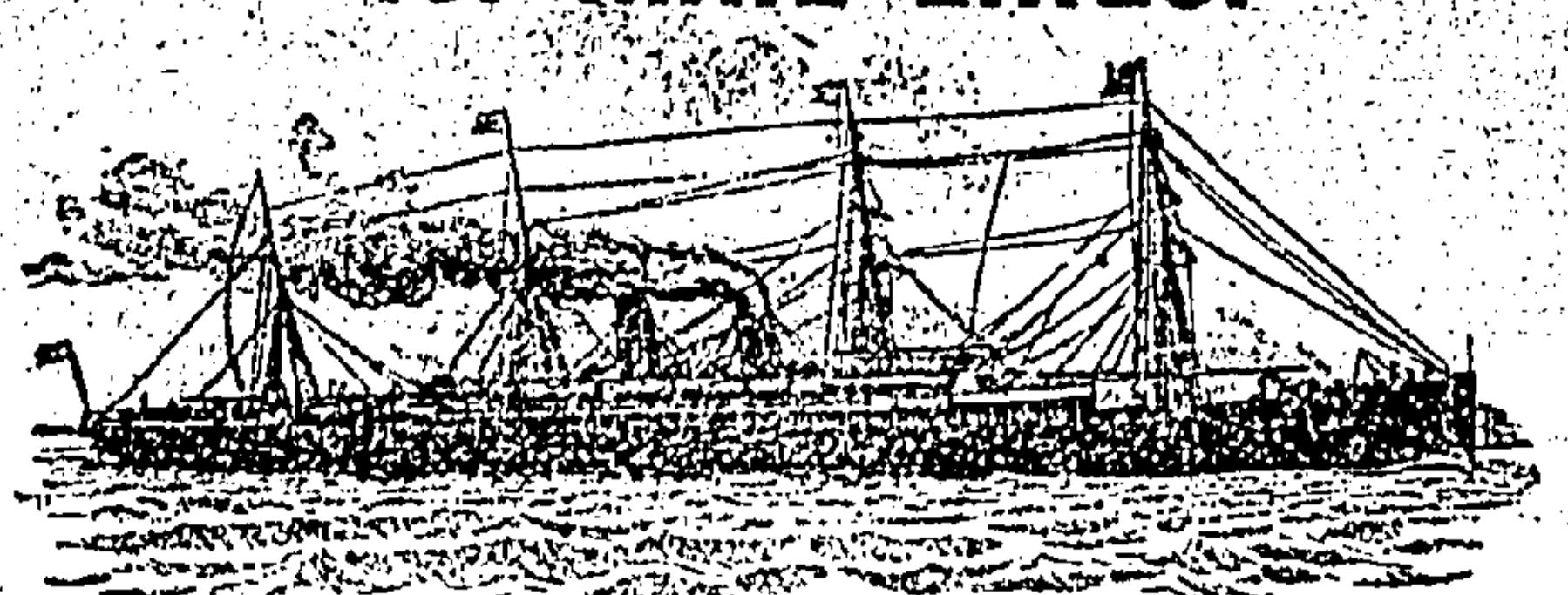
STUTTGART WEDNESDAY, 12th February, 1903.

FREUSSEN WEDNESDAY, 4th March, 1903.

HAMBURG WEDNESDAY, 18th March, 1903

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	TUESDAY, 3rd February, 1903, at Noon.
"COPIC"	TUESDAY, 10th February, 1903, at Noon.
"AMERICA" MARU	TUESDAY, 17th February, 1903, at Noon.
"KOREA"	FRIDAY, 27th February, 1903, at Noon.
"GAELIC"	SATURDAY, 7th March, 1903, at Noon.
"HONGKONG MARU"	TUESDAY, 17th March, 1903, at Noon.
"CHINA"	TUESDAY, 24th March, 1903, at Noon.
"DOUG"	WEDNESDAY, 1st April, 1903, at Noon.
"NIPPON MARU"	WEDNESDAY, 1st April, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; to days, 15 hours.

THE P. M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KORE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 3rd February, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY in payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 24th January, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.)
"EMPERESS" Twin Screw Steamships—6,000 Tons—19,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 11th Feb., 1903.
"TARTAR"	4,425 "	WEDNESDAY, 25th Feb., 1903.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 11th Mar., 1903.
"ATHENIAN"	3,882 "	WEDNESDAY, 18th Mar., 1903.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 1st April, 1903.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 22nd April, 1903.
"TARTAR"	4,425 "	WEDNESDAY, 6th May, 1903.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 13th May, 1903.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th May, 1903.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIA OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 14th January, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ADMIRAL	HAVRE and HAMBURG. (Calling at SINGAPORE).	3rd Feb.	Freight.
WURZBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	10th Feb.	Freight and Passengers.
C. FERD. LAEISZ	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	10th Feb.	Freight.
BAMBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	10th Mar.	Freight.
ANDALUSIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	10th Mar.	Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Building.

Hongkong, 16th January, 1903.

THE HONGKONG TELEGRAPH, SATURDAY, JANUARY 24, 1903.

Intimations.

THE WEST POINT BUILDING
COMPANY, LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 26th January, 1903, at 11.45 o'clock A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1902.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 17th January, to MONDAY, the 26th January, (both Days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary toTHE HONGKONG LAND INVESTMENT
AND AGENCY CO., LTD.

General Agents for

THE WEST POINT BUILDING
CO., LIMITED.

Hongkong, 7th January, 1903. [28c]

THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 26th January, 1903, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1902.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 17th January, to MONDAY, the 26th January, (both Days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary.

Hongkong, 7th January, 1903. [23c]

THE HONGKONG LAND RECLAMATION
CO., LIMITED.

NOTICE is hereby given that the SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 26th January, 1903, at 12.30 o'clock P.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Period ending 31st December, 1902.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 17th January, to MONDAY, the 26th January, (both Days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,

MOWDRAY S. NORTHCOTE,
Secretary.

Hongkong, 13th January, 1903. [49c]

THE HONGKONG BENELVENT SOCIETY.

THE ANNUAL GENERAL MEETING of the above SOCIETY will be held on TUESDAY, the 27th January, at 12 o'clock, in the CITY HALL.

The Public are invited to attend.

B. S. POATE,
Hon. Secretary.

Hongkong, 14th January, 1903. [52c]

THE KOWLOON LAND AND BUILDING
CO., LIMITED.

NOTICE is hereby given that the FOURTEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on MONDAY, the 2nd February, 1903, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1902.

The REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 24th January, to MONDAY, the 2nd February, (both Days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary to theHONGKONG LAND INVESTMENT AND
AGENCY CO., LTD.

General Agents for

THE KOWLOON LAND AND BUILDING
CO., LIMITED.

Hongkong, 19th January, 1903. [79c]

THE HONGKONG CLUB.

NOTICE TO MEMBERS.

A ONE-DAY'S RACE MEETING will be held early in APRIL next, provided sufficient Entries are received. Particulars and Conditions as to Programme will appear later.

By Order,

A. S. ANTON,
Acting Clerk of the Course.

Hongkong, 23rd January, 1903. [96c]

WANTED.

ADY ASSISTANTS (EUROPEAN) for
Drapery Store, also YOUNG MAN for
Furnishing Department.

Experience desired, but not necessary.

Apply to—

M.A.P.

C/o. Hongkong Telegraph.

Hongkong, 20th January, 1903. [82c]

WANTED.

A TEACHER for ST. JOSEPH'S COLLEGE
App'y by Letter to
BRO. FRANCIS,
Director,
St. Joseph's College,
No. 2, Robinson Road,
Hongkong, 12th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELERS AND
WATCHMAKERS.EASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

to QUEEN'S ROAD,

Hongkong, 10th January, 1903. [95c]

47 II

47 II.

47 II.

WHITE ROSE TRANSPAR-</div

ARCTIC EXPLORATION.

ADVENTURES OF THE BALDWIN EXPEDITION.

STATIONS ESTABLISHED FOR A DASH TO THE POLE.

Mr. Evelyn B. Baldwin, the leader of the Baldwin-Ziegler expedition, which lately returned to Norway on the conclusion of fifteen months' work in the North Polar seas, speaking to a London press representative said—

No previous expedition ever entered the frozen north with the same qualifications for success as we did. Our ship, equipment, instruments, staff, and stores left nothing to be desired, and it is impossible to imagine in what direction Mr. Ziegler, who had so generously paid for the whole undertaking, could have made more perfect arrangements. Before going into the details of what we have accomplished, I think it only right to say that a number of unauthorized and wholly mischievous reports have appeared regarding the personnel of our expedition. There have, it is true, been some disagreements, as in most expeditions of the sort; and this is scarcely surprising, when a number of men are cooped together under the most distressing and depressing conditions through the long Arctic night. But they have been unduly magnified, and it is not from this cause that my failure to reach the Pole is to be attributed, and I want to say that no leader of an expedition had, with one or two exceptions, a more willing, lovable, and competent staff.

THE WORK ACCOMPLISHED.

We did not reach the Pole, it is true, but after nearly a year and a half's incessant work we have brought back data which ought materially to assist subsequent seekers after the Pole. For the first time in the history of North Polar exploration, a photographic record has been secured of the ice and snow conditions of the Arctic and of the animal life of those regions, so complete as to be practically exhaustive. In this respect the cinematograph has played a most important part—the first time it has ever been successfully employed in the far north—and we now have over a thousand perfect photographic representations of our work, which alone is perhaps not unworthy of a year's effort. In addition, we have over two hundred drawings and paintings.

I admit that our primary object was to plant the American flag at the North Pole, and we still hope to do so, and believe more fully than ever that this can be done in accordance with our original plan. I felt from previous experience and knowledge of Arctic literature, that at least one of the numerous ways of navigating the Franz Josef Land Archipelago would be open to navigation some time during either the summer or autumn of 1901, but last year proved to be an exception, and we were compelled to go into winter quarters at Camp Ziegler, the station which we established upon our first arrival in Franz Josef Land, in 80°E. 23°N., north, whereas our original plan was to spend the winter at least a degree further north, if not actually off the coast of Rudolf Land itself. This was the first disappointment. Then followed the sickening and death of many of the dogs, even before the cold Arctic night began. This was owing, as the careful investigations of our three physicians conclusively proved, to the ravages of three distinct internal parasites, which ultimately proved fatal to more than half the pack.

These two causes rendered anything more than an attempt to beat the record of the farthest north absolutely impossible, and this, although I believe we could have accomplished it beyond any doubt, I would not undertake, as such a course would have involved the destruction of our equipment and the consumption of our stores, and this precluded the carrying out of our original project. We have, however, the satisfaction of pointing to the establishment of our depots, from which it will now be possible to despatch parties from Rudolf without it being necessary to endanger a ship at a higher latitude than Camp Ziegler. Altogether we have formed four large stations. The most northerly station upon Rudolf Land is within eight miles of the winter headquarters of the Duke of the Abruzzi.

A NANSEN MEMENTO.

Upon the conclusion of this work a further sledge journey was made to Cape Norway, where we came upon Nansen's winter but. We were all deeply affected when one morning a member of our party stumbled upon a piece of walrus hide near the shore, which indicated the proximity of a human habitation. After some search we found what at first looked like a broad grave mound, almost completely covered with snow. This proved to be a rude hut, which we at once knew to be the spot where Nansen and Johansen spent their historic winter. A portion of this had been gnawed away by foxes and bears, but, fortunately, Nansen's record was intact. This was contained in a small brass cylinder, in, length, and secured by a rough wooden stopper.

The document, dated May 19, 1866, is written in pencil on a half-sheet of ordinary notepaper. I have this with me, and in its place have left my own record, giving an account of our visit.

The day previous to our departure homeward we sent up our fifteenth and last balloon, by which means altogether 300 messages had been despatched. To each of these balloons was attached a string of buoys, which, by means of automatic contrivances, were released as they touched ice, land, or water. These buoys, when found, will furnish important data concerning both air and sea currents. Every buoy is addressed to the nearest American Consul, who will duly advise us of their discovery.

STRUGGLE WITH THE ICE.

On July 1st we bade goodbye to Camp Ziegler, having first of all put everything in order about it. In the afternoon of that day we finally nailed up the doors of the huts, erected our signals, and went on board the *America*. This was an exciting performance, as a large quantity of drift ice surrounded us, and made the

embarkation of our remaining animals an anxious and hazardous task. Eventually all was safely on the ship, and we commenced our homeward journey. This was the beginning of a never-to-be-forgotten struggle with the ice. For the first fifteen miles we had for the most part to back the ship, and deliberately charge the ice, or to blast with dynamite or cut with heavy saws a lane through the ice which was often three feet thick. This involved sixteen days of incessant toil. Before reaching the open water which lay between the southern coast of the archipelago and the heavy pack ice of the Barents Sea the *America* was caught in a violent storm and ice-screw, in which we only narrowly escaped destruction. Our rudder was twisted, and the propeller frame broken. A ship less strong than the *America* would have been lost.

On July 17 we reached a place of safety to the southward of Cape Flora, where we again entered the pack ice, through which we escaped only by carefully watching the floes. For an entire month, while navigating the ice with an ever-decreasing coal supply, our anxiety was very great.

ENCOUNTER WITH A BEAR.

I am glad to say that not only has every member of the expedition safely returned, but that we never had a serious case of illness. Fortunately, we were a musical company, and the bears must often have been surprised at the strains of the *Star-Spangled Banner* we wafted through the icy darkness. During the whole winter we were working night and day.

The presence of so many dogs—we had at one time over 200 during the winter—kept the camp greatly clear of bears, but sometimes they would surprise us. On one occasion two of our members, while sledging ice with one of the ponies, were set upon by a huge beast, which came upon them unawares. They were quite unarmed, and were remarking at the absence of game, when they espied a few feet in front of them a great white bear which immediately charged. Their pony forthwith stampeded, dragging the sledge, with it, and leaving the two men quite defenceless. They availed themselves of a neighbouring iceberg, to the top of which they clambered, while the bear was watching the precipitate flight of the horse. Then he turned, and, growling viciously, followed the men up the berg. The latter succeeded in escaping by the opposite side, but were closely followed by the bear, which, however, refused to approach when they neared the safety of the ship.

There were many narrow escapes while sledging over the thin ice, and more than once ponies, sledges, and contents were precipitated into the water, from which they were dragged with considerable difficulty. There were numerous instances of whole dog teams, while harnessed to the sledges, wildly charging herds of walruses, with which they fought fiercely at the very edge of open waterholes, much to the peril of the drivers, dogs, and loads.

THE WAY TO REACH THE POLE.

The old idea of an open Polar Sea is baseless. We know that land extends as far as the eighty-second degree on the Franz Josef Land side, and it is from here that I quite agree with Lieutenant Peary that the most practical way of attaining the Pole is by sledging from this point. This is, indeed, the plan on which our expedition worked.

Mr. Baldwin is now on his way to New York to consult with Mr. Ziegler as to future operations.

THE "FRAM'S" DISCOVERIES.

A GREAT DISASTER AVOIDED.

Regarding the experiences of his expedition to the Arctic regions, Mr. Sverdrup has made the following statement in Christiania—

"I spent the winter of 1898-9 in winter quarters at Ellesmer Land, where various scientific sledge expeditions were made. The summer of 1899 was unfavourable, and the *Fram* was obliged to return to winter quarters at Ellesmer Land, where we again established depots and organised sledge expeditions. A great part of the surrounding region was mapped out.

"In May, 1900, a great fire occurred on the *Fram*. A tent on board had been set on fire by sparks from the funnel, and a number of kayaks saturated with paraffin and other articles were burned. The rigging and masts of the *Fram* were attacked by the flames, and the total destruction of the vessel appeared imminent. The fire, however, was fortunately extinguished.

"In August, 1900, we steamed through Jones Sound and Cardigan Strait, and took up winter quarters at 76°48' north latitude, 89° west longitude. Many musk oxen were shot, and sledge expeditions were made. The region is very rich in reindeer and polar wolves. Of the latter we have brought two live specimens with us. The following winter was cold and stormy, the average temperature being 45 deg. below zero.

"In the spring and summer of 1901, and in the beginning of 1902, there were again sledge expeditions. On August 6, the *Fram* succeeded in breaking from the ice, and we arrived at Godhavn on August 18. We left Cape Farvel on August 28, and reached Stavanger on September 19."

Mr. Sverdrup further stated that the expedition did not meet any Eskimos in the regions which it visited. Many of their dwelling-places, dating from former periods, were, however, seen. The *Fram* brought with many articles from these dwelling-places.

With reference to Mr. Sverdrup's statements regarding the discovery of deserted Eskimo encampments, the well-known Norwegian, Professor Yugur Neilson, regards them as evidence that the northern limit up to which it is possible for man to exist in the great Arctic Archipelago receded at a comparatively recent date, and that, from this circumstance, further conclusions may be drawn with regard to ice conditions, as upon these the existence of the Eskimo entirely depends.

COTTAM & CO. FOR SUMMER UNDERWEAR.

COTTAM & CO. FOR SUMMER UNDERWEAR.

INITIATIVES.

A FOOLISH OLD IDEA.

It was once thought that a medicine was all the more beneficial for having a nasty taste and smell. We now know that such an idea is perfect nonsense. There is no more reason why medicine should offend the senses than why food should do so. Therefore, one of the greatest chemical victories of the past few years is what we may call the *redemption* of cod liver oil. Everybody knows what a vile taste and smell this drug has in its natural state. No wonder most people declare they would rather suffer from disease than take cod liver oil, and the emulsions are quite as foul and abominable as the plain oil, no matter what may be alleged to the contrary. Now it is one of nature's laws that a medicine which disgusts the nose and the palate, and also sickens the stomach, can have no good effect as a medicine; because the system revolts against it, and cries out to be delivered from it.

WAMPOL'S PREPARATION.

The desired miracle is wrought, and we have the valuable part of the oil, without the other. This effective modern remedy is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. The palate accepts it as it does sugar, confectionery or cream. Taken before meals it goes to the very secret stronghold of digestive disorders: prevents, and cures Nervous Dyspepsia, Anemia, Throat and Lung Troubles and all diseases due to impurity of the blood. Dr. G. C. Shannon, of Canada, says: "I shall continue its use, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. It was made to cure and it sells because it cures. One bottle convinces. Effective from the first dose. "It never disappoints." Sold by chemists the world over and A. S. Watson & Co., Limited.

11 GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net £6.00 per Cask ex Factory. In Bags of 250 lbs. Net £3.75 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers. Hongkong, 3rd December, 1902.

WAI YUNG

PHOTOGRAPHER, NO. 1, D'AGUILAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL STYLES, ENLARGEMENTS,

VIEWS ALWAYS ON HAND.

TERMS MODERATE.

Hongkong, 19th December, 1902.

LEE LOONG.

DEALER IN Furniture, Blackwood, Plated Glass, Crockery, Ware, Brass, and Iron, Bedsteads and Rattan Sofas for whole set.

JUST ARRIVED.

No. 1 & 3, 1st Aguilar Street, Behind Hongkong Dispensary. Hongkong, 1st May, 1902.

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 4, Queen's Road Central. Hongkong, 1st January, 1902.

CHEONG SHING.

No. 39, Queen's Road Central, (Opposite to Messrs. GAUPP & Co.) DEALERS IN Jewellery and Silks, Pearls and Jadestones, Ware, Ivory Ware and Curios, Chinese Goods of all kinds.

Also General Importers.

An inspection is respectfully solicited.

Good quality and good workmanship guaranteed.

Prices lower than other shops in the same line of business.

SANG MOW.

DEALER IN Battan Furniture, Bamboo Blinds and Matting of All Colours.

No. 45, Queen's Road Central, Price Lists on Application, Orders Executed Promptly.

Hongkong, 12th May, 1902.

MEE CHEUNG,

PHOTOGRAPHER, 1st FLOOR OF ICE HOUSE, IN ICE-HOUSE ROAD.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

IN THE COLONY or in ANY PART OF THE FAR EAST.

GROUPS AND VIEWS

Hongkong, 11th September, 1902.

RITCHIE & CO.,

Ship Chandlers, Coal Merchants,

Hongkong, S. V. S. pedores, Salt Makers, Wine

and Spirits, Tobacco and Cigars

4th Edition used

Telegraphic Address:

"Ritchie, Hongkong"

A. B. C. Code

Launches for sale.

Shipping Transportation General.

Telegraphic Address:

"Ritchie, Hongkong"

DAIMLER'S PATENT MOTOR

LAUNCHES, &c.

&c. &c.

SOLE Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS' STORES AND REQUISITES

ALWAYS IN STOCK

4th Edition used

Reasonable Prices

Hongkong, 11th September, 1902.

4th Edition used

Reasonable Prices

Hongkong, 11th September, 1902.

4th Edition used

Reasonable Prices

Hongkong, 11th September, 1902.

4th Edition used

Reasonable Prices

Hongkong, 11th September, 1902.

4th Edition used

Reasonable Prices

Hongkong, 11th September, 1902.

4th Edition used

Reasonable Prices

Hongkong, 11th September, 1902.

Intimations.

A. S. WATSON
AND CO., LTD.

ESTABLISHED A.D. 1841.

Wine and Spirit Merchants.

PORT

	Per doz.	Per h.
B.—OLD VINTAGE, superior quality, Red Capsule	\$16.00	\$1.40
C.—FINE OLD VINTAGE superior quality, Black Seal Capsule	20.00	1.70
D.—VERY FINE OLD VINTAGE, extra superior, (old bottled), Violet Capsule	27.00	2.25

The following Wines, bottled in Europe, have been specially selected and procured from the celebrated firm of

Messrs. Geo. G. SANDEMAN, SONS & CO., of London and Oporto, and are of the highest class:

	Per doz.	Per h.
Douro	\$16.50	\$1.40
Old Tawny	24.00	2.00
Invalid	24.00	2.00
Estrella	30.00	2.50
	33.00	2.75
Very Old Tawny	50.00	4.25
Oldest and Finest	60.00	5.00

A. S. WATSON & Co.,
LIMITED,

The Hongkong Dispensary.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE" HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.FURNITURE
DEALERS.RAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS.ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD-WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902.

728d

BAY VIEW HOTEL.

BEST BRANDS OF WINES AND
LIQUORS A SPECIALTY.DINNERS AND TIFFINS SERVED
ON SHORT NOTICE.OYSTERS, STEAKS, CHOPS, &c.
AT ALL HOURS.Messrs. J. H. DOWNS and
CHRISTIE,
Proprietors.

Hongkong, 8th December, 1902.

NOTICE.
All communications (including advertisements) for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Street, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The daily issue is delivered free when the address is accessible to me. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, Twenty-five Cents.

BIRTHS.

On the 11th instant at "Clyde Villa," Orange Road, Singapore, the wife of Capt. W. J. RAWLINGS, of a son.

On the 12th instant the wife of Dr. HAMILTON-WRIGHT, Kuala Lumpur, of a son.

At "Ardmore," Singapore, on 13th January the wife of JOHN ANTHONY, of a son.

At Blanche Cottage, Scott's Road, Tanglin, on January 14th, the wife of WALTER MAKE-PEACE of a daughter.

MARRIAGE.

On the 10th January, at St. Andrew's Cathedral, Singapore, by the Ven. Arch. DUNKERLEY, M.A., JOHN GEORGE GRAVES, son of Joseph Graves, J. P., West Gate Belton, Doncaster, Yorkshire, to MINNIE JANET, daughter of the late A. B. BODENSTY, Singapore.

DEATH.

On the 8th instant, at Penang, EDWARD, the infant son of Captain DEAN, of Singapore.

Card mounts and ca'd board in the very latest designs at Le Munyon's—Advt.

HONGKONG, SATURDAY, JANUARY 24, 1903.

ENGLAND AND GERMANY.

There is perhaps nothing more difficult to discover than the real opinion of a great nation on any important political question, which, at some indefinite future, may be of great moment to its prosperity, and even to its very existence. It is scarcely necessary to observe that, by "national opinion" we do not refer to the theories emitted by the Press, which, however honest and bona fide, are, in general, but the arguments of a party or the thoughts of a few intelligent, and do not always represent the sentiments of the majority of a nation. If we look back more than half a century and consider what the opinion of the French nation was when, in 1866, Germany succeeded in crushing the Austrian Empire at Sadowa and thereby laying the foundation for that powerful confederation which, four years later, was to sell its mighty neighbour in the dust, after one of the most terrible struggles on record, we learn from writers of that epoch that the voices raised in favour of intervention were very few indeed. The authorities responsible for the defence of the Empire had every belief that the then existing military organisation, which had completed the conquest of Algeria, beaten the Russians at Sebastopol and the Austrians at Solferino and Magenta, was, beyond doubt, more than equal to the task of defeating Prussia, *le cas échéant*. These authorities seemed to have convinced the other members of the Government and the Emperor himself of the soundness of their opinions. These were not, however, the sentiments of the majority of the nation, and there is no doubt (one has but to read the French contemporaries of this period) that a feeling of apprehension and quiet pre-vaile amongst the *bourgoise* population from the very beginning of the struggle. Nations, like individuals, undoubtedly possess the instinct of self-preservation, that is, the spirit of the nation does, and that spirit is formed from the individual desire of each citizen for the power and prosperity of his motherland. Our witty neighbours say that the English people are, in general, devoid of all passion and too unemotional. *Il s'est trop froids.* This may be the truth, but when the British nation has made known an opinion one may be sure that it is the result of long and calm reasoning. The telegram which informed us a few days ago that the country was dissatisfied because our action in Venezuela had been taken conjointly with Germany did not come as a surprise to those who had been watching the development of events during the past ten years. Is it the result of a patriotic or business sentiment, or of one and the other? The Kaiser's action after the Jameson raid may have begotten it; the attitude of the German Press during the War in South Africa, the attempt to embroil England with France over that republic's legitimate quarrel with the Poite; a similar attempt to create discord with Russia *à propos* of the Persian Gulf question; Germany's evident intention, made manifest by the continual increase of her Navy, of some day challenging our mastery of the seas; her attitude in China in relation to her negotiations concerning the Yangtze Valley and the evacuation of Shanghai; her having abstained from joining the other European Powers in protesting against the passage of the Dardanelles by the warships of Russia, all these acts may have developed it; but come what may, it exists. With the German individually we have no quarrel. Thou-

sands of them settle in England and in our Colonies, and they thrive and make respectable and law-abiding citizens, but Germany's population is increasing with enormous strides, her output in merchandise is colossal; existing markets will soon no longer suffice (due count being taken of new competitors, such as the United States); for the maintenance of her trade and the well-being of her population. New customers must be found, and customers who must buy, from her alone, or factories must be closed and thousands starve, or be driven by starvation to a Social revolution. It is certainly the duty of all Governments to use every possible means for assuring the success and prosperity of the nation it represents. Rightly or wrongly: *la fin justifie les moyens* is a theory that has been applied more than once in the past when the interests of the German nation were at stake. To be forewarned is to be forearmed, and we can be thankful that the nation has realised the situation in time. All we desire is to retain by every right what we consider ours that for which our forebears fought and worked during centuries—the leading place amongst the nations of the earth. Do we not rule over the greater part of it? May peace suffice to realise our desire?

LOCAL AND GENERAL.

Cards mounted and ca'd board in the very latest designs at Le Munyon's—Advt.

SIMON ADRIAN, VELTA, of Ripon Terrace, is qualified to practise medicine and surgery.

SERGT.-MAJOR E. G. BURRITT has been appointed a Lieutenant in the Hongkong Volunteer Corps, *sive* Lieut. Syer promoted.

MR. W. M. SCOTT has been appointed Supernumerary Lieutenant in the Hongkong Volunteer Corps.

A BRITISH punitive expedition is now engaged in suppressing human sacrifices in Northern Nigeria. The natives are stubbornly resisting.

IT is reported in Wall-street that Messrs. Rothschild have invested £1,000,000 in the New York underground railway, the construction of which has just commenced.

THE stamp revenue for the years 1901 and 1902 is \$170,667.95 and \$517,138.48 respectively, an increase for the last twelve months of \$41,705.33.

A MOTOR road from the Atlantic to the Pacific is among the projects of the American Automobile Association. It is proposed that the highway should start from Boston to Chicago, and thence via Salt Lake City to San Francisco.

AT a general meeting of the Singapore Merchant Service Guild the following officers were elected:—President, Capt. A. S. Husk; Vice-President, Capt. A. Agnew; Treasurer, Capt. E. Veitch; Secretary, Mr. J. G. Boyd.

There is nothing photographic that you cannot get at Le Munyon's. See his new mailing envelope—Advt.

THURSDAY, the 29th instant, being the Chinese New Year's Day, and being a Bank Holiday under the provisions of The Holidays Ordinance, 1875, will be observed as a holiday throughout the Government Departments.

M. BROET, a member of the Aero Club of France, is having built a new airoplane which will have a room covered in with inca and furnished with a couch, a wardrobe, and a table. The whole will be lighted by electricity.

THERE has been a ricksha strike at Singapore in consequence of the enforcement of the new ricksha ordinance. Several cases of rowdyism were reported, but after a few hours the men quieted down, and 150 of them went for a picnic to the beach and spent the time digging up shell-fish and lurking about like children.

WITH regard to the Sarawak coal industry in 1902, it is recorded that the coal mines had not been very successful during the year, but the output at Brooketon was very satisfactory. There was some difficulty in selling all the coal at Labuan, and a consignment sent to Singapore, for some reason, did not sell.

SINGAPORE will be having as guests some of the Shans who recently created the reign of terror in northern Siam. On some of them lengthy sentences have been inflicted by the British Consular authorities, two men having to undergo twelve and fourteen years' penal servitude respectively.

A CORRESPONDENT of Cape Colony says there were hundreds of reliable men in South Africa who could have let the English papers know the truth about the remount of a dozen other scoundrels in time to have saved thousands of pounds; but they were hopeless and absolutely muzzled by the censors.

THE following scholars at the Bellios Public School have been granted free scholarships for 1903 on the result of the past year's work, viz.:—1st and 2nd class, Ella Hyndman, 3rd and 4th class, Jesuina L. Rosario; 5th and 6th class, Wan Shuk Chiang; 7th class, Winnie White, and 8th class, Li King Ngoo.

I have just received from the factory, the film quicker, cleaner, and more scientifically than any one in Hongkong. Ask the people about him, and see if it is not so.—Advt.

A SK for ASAHI JAPANESE BEER—
A. G. G. G.

THE British garrison which recently left Shanghai has gone to India.

THE REV. W. BRODE has been appointed officiating clergymen to the Wesleyan Troops in Garrison, in succession to the Rev. C. Bone. The fourth fatal case of plague since the commencement of the year was reported during the past 24 hours as having occurred at No. 18 Wing Fung Street.

ON Monday afternoon on the Happy Valley in the first round for the Hongkong Football Challenge Shield, the R. E. will play Ordnance. Kick-off at four o'clock.

CHINESE NEW YEAR HOLIDAY.—The Post Office will be entirely closed on Thursday, the 29th inst. (Chinese New Year's Day). The night box will be left open. The money order office will be entirely closed.

THE German flagship *Furst Bismarck* left for China this morning, and the *Cesky* took her berth. The French cruiser *Kersaint* and the German cruiser *Hertha* also left this morning for Canton and Amoy respectively.Ten thousand dollars' worth of photo-supplies just received on last *Express* and *Advertiser* of every description. At Le Munyon's—Advt.THE Portuguese gunboat *Zutre*, which left Singapore for Colombo the other day, sprang a leak off the Achene coast. On the pumps failing to keep the water down, the *Zutre* was beached near the mouth of the Deli River on the 21st instant. She has since been floated off and brought into port at Belawan.

THE members of the N.S.W. Naval Contingent have not yet received the medal for service in the East, notwithstanding that the seamen and marines belonging to H. M. Navy are wearing their decorations. A couple of the N.S.W. men, however, who have visited England since their service in China, have got their medal, having made personal application for it while in England.

CHINA PONIES.

Silver Fox, 1 mile, last, 1.13, 1.47.

Joker, 1/2 miles, 49, 1.14, 1.49, 2.24, 3.00.

Disgust and Style, 1/2 mile, 34, 1.00, 1.40.

Albertine, 1/2 miles, 44, 1.24, 2.02, 2.39, 3.17;

2 miles, only 1/2 taken, 35, 4.33.

Rate Red, 1/2 miles, 48, 1.13, 2.11, 2.44, 3.19,

3.54, 4.61.

Bulbul, 1/2 miles, 42 (2) 2.03, 2.41, 3.57, 4.30.

Perky, 1/2 mile, 42, 1.18, 1.55.

Chima and Sunshine, 1/2 miles, 27, 1.13,

1.51, 2.27, 3.06, 3.46.

Fashion, 1/2 miles, 36, 1.16, 1.56, 2.33, 3.10.

Hagen, 1/2 mile, 37, 1.17.

Rebel King and Gikoku, 1/2 miles, 36, 1.10, 1.45,

2.20, 2.56, 3.34; *Gikoku's* time, 3.35.

Ben-Yezer and Rebole, 1/2 miles, 36, 1.10, 1.45/4,

1.46, 2.25; *Rebole*, 2.27.

Stud Multha and Detective, 1/2 miles, 36, 1.11,

1.48.

Neocamus, 1/2 miles, 41, 1.30 (2) 2.33.

Afric, 1/2 mile, went bad canteening.

WALERS.

Cheeta, 1/2 miles, 33, 1.03, 1.33, 2.03, 2.33.

Pinella, 1

TELEGRAMS.

HONGKONG TELEGRAPH SERVICE.

(By special arrangement with Dor Ostasiatische Lloyd.)

Settling Venezuelan Difficulties.

SAN CARLOS BOMBARDMENT.
BERLIN, 23rd Jan., 1903.

1.40 p.m.

A communication from Mr. Bowen, the United States Minister in Caracas, who is now at Washington, states that he is authorized to make due settlement of all questions, but should anything remain unsettled, it will be submitted to the Hague Tribunal. Venezuela has promised to give guarantees, but does not state their nature. The termination of the blockade is considered and will be decided when the securities have been examined by the Powers. The English press comments on the bombardment of San Carlos and declares it a necessary step in the blockade. The Bombardment continues.

THE KOWLOON LAND AND BUILDING COMPANY, LTD.

The following is the fourteenth report of the Board of Directors to the ordinary meeting of shareholders, to be held at the Company's offices, Victoria Building, at 12 o'clock noon on Monday, the 25th February next.

Gentlemen.—The Directors now submit to you a statement of the affairs of the Company, and balance sheet for the year ending 31st December, 1902.

The balance of Profit and Loss Account for the year, after writing off all charges and expenses, amounted to £15,032.37. The Directors, therefore, recommend that a Dividend of £2 30 per share be paid, which, after writing off the Directors' and Auditors' fees, will leave a balance of £1,032.37 to be carried forward to credit of a new Profit and Loss Account.

DIRECTORS.

Mr. F. Henderson having resigned, Mr. T. H. Reid has been appointed in his stead, and this now requires confirmation.

Messrs. J. Goosman and T. H. Reid retire by rotation, but offer themselves for re-election.

AUDITORS.

In the absence of Mr. W. H. Gaskell, the accounts have been audited by Mr. J. C. Peter in conjunction with Mr. Thos. Arnold, who now retire but offer themselves for re-election.

E. JONES HUGHES,
Chairman.

Hongkong, 19th January, 1903.

BALANCE SHEET TO 31ST DECEMBER, 1902.

Liabilities.	
Paid-up Capital.....	\$18,000
Accounts Payable.....	775.68
Dividends Outstanding.....	4.00
Balance of Profit & Loss Account.....	£15,032.37
	£19,218.95

Assets.

Cash.....	\$1,215.19
Cst of Property.....	18,032.17
Accounts Receivable.....	2,933.59

PROFIT AND LOSS ACCOUNT.

DR.

To Charges.....	\$ 376.05
Crown Rent.....	786.00
Fire Insurance.....	525.38
Commission to Agents.....	1,175.58
Repairs.....	2,449.25
Balance to be appropriated as follows:—	
Directors' fees.....	\$ 150.00
Audit fees.....	50.00
Dividend of \$2 30.....	
per share.....	13,700.00
To be carried to New Profit & Loss A/c.....	15,032.37
	\$ 10,344.73

CR.

By Balance brought forward.....	\$ 12,83
Rents.....	19,669.35
Interest.....	124.5
Ship Fees.....	40.00

\$ 20,334.73

A. SHELTON HOOKE,
Secretary to the Kowloon Land Investment
and Agency Company, Limited, Agents for the Kowloon Land and Building
Co., Ltd.

We have compared the above Statements with the Books, Vouchers and Securities of the Company and have found the same to be correct.

THOS. ARNOLD,
J. C. PETER,
Auditors.

Hongkong, 19th January, 1903.

RELATIONS OF CHINA AND JAPAN.

One of the most interesting, and probably the most important, feature in the evolution of trade, industry, and education which is going on in the Far East is the rapidly increasing influence of Japan on the immense empire of China. Before the war with Japan the Chinese rather despised the Japanese, and though they had nothing to learn from them; and they considered their recent development as, to a very great extent, simply imitations of Western methods and systems. In former days the Japanese owed the chief features of their civilisation to China, and therefore it was not surprising that the Chinese should have, for some time, very grave doubts as to the value of the attempts of the Japanese to adopt the methods of Western nations. Even these nations did not have much faith in the permanency of Japanese efforts. They gave them the credit of being very clever imitators, but denied to them any power of original design or sufficient determination and perseverance to carry out the systematic training required for success in the applications of science to industry and trade. The sound of the canons at the Yalu River not only marked the defeat of the Chinese, it also awoke the people of Europe and America to the fact that Japan was now a nation which not only claimed an equal place with the nations of the world, but was also, if necessary, prepared to defend that right. The army and navy of Japan had not only become of considerable importance, but they were handled with the greatest skill, while the bravery of the men won the admiration of all, even of hostile critics. Probably the most important result of that war has been the recognition by the Chinese of the superiority of the Japanese in all the points in which they are deficient, and the willingness to accept their advice and assistance in bringing about a changed state of matters. They are wisely following the example of the Japanese in laying the foundation in improved education, and numbers of Chinese students are now finding their way to the universities, colleges, and technical schools in Japan. A special commissioner from China has been making himself acquainted with the details of the system of education in Japan, and President Kikuchi, of the Imperial University, Tokyo, arranged a special course of lectures by men of distinction in the Japanese world of science.

PLAQUE INOCULATION IN THE PUNJAB.

Delhi, 1st January.—A Commission, consisting of Sir Lawrence Jenkins, Chief Justice, Bombay, Lt.-Col. Bomford, Q.M.S., Major Semple, R.A.M.C., has been appointed to inquire into the circumstances connected with the recent death from tetanus of a number of persons who were inoculated with plague prophylactic in the village of Nalkowal, in the Punjab.

MARCONIGRAMS.

Allahabad, 1st January.—The rate for transatlantic Marconigrams has been fixed at fivepence a word.

PRESS COPYRIGHT.

Allahabad, 4th January.—An ordinance published at Victoria confers copyright of seventy-two hours on press telegrams received from outside the Transvaal.

ARMY MANEUVERS.

London, 7th January.—The War Office has acquired a large area of broken and hilly country in Peak district (Devon) intersected by deep ravines for the manoeuvres and camps are to be prepared to accommodate six thousand troops.

OTTAM & CO. FOR GENTS' BATHING GEAR.

so that information might be obtained from the most reliable sources. All such arrangements, however, are only preparatory to the inauguration of an improved system of education in China, and in the carrying out of this the Japanese are certain to take a very important part. Professor Hattori, a distinguished Japanese educationalist, has been appointed to a responsible position in the University of Pekin, and will thus be able to influence the education in a large part of China.

Mr. Watanabe Ryosel has been engaged for educational purposes in Chi-ki, and Mr. Tong has been appointed to Wu-hu as educational adviser to the Viceroy, Chang Chih-tung. The training of teachers in China is also receiving attention, and Mr. Minamoto, of the High Normal School, is to go to Szechuan to act as adviser to the Governor of that province, and negotiations are being carried on for the appointment of additional Japanese educators. In trade, industry, and engineering enterprise the Japanese are also taking a very active part in China, in fact, for manufacturing purposes the immense resources of China are at the disposal of Japan, and this opens up immense possibilities for the future. The development of trade and industry in Japan during the past 30 years has been a most interesting study, and the interest will be increased in the future, when we observe the effects it has on her unwieldy and hitherto immovable neighbour.—Engineering.

E. JONES HUGHES,
Chairman.

Hongkong, 19th January, 1903.

CANTON NOTES.

THE SAMSHUI PIRACY CASE.

(From Our Own Correspondent.)

CANTON, January 22nd.

THE CITY.

The city begins to present the appearance that it usually has before the New Year. The annual cleaning has begun. The streets are filled with all kinds of furniture and the old papers are being washed off and new ones put in their places. Travelling through the city is anything but pleasant.

THE CUSTOMS EXAMINATION SHED.

The old shed is gradually being torn down and will soon be replaced by a new and more modern structure. I understand the frame of the new building is to be steel.

CANTON, 23rd January.

From investigations I learn that the captives confessed to having been natives of Ma Ning, one of the ports newly opened to passenger traffic, and had been to Wuchow. It was arranged that ten confederates were to meet them at Kunchuk, and after leaving that port the steamer was to be held up. The only Europeans at Kunchuk are two Custom House officers. Great excitement prevailed among shore people as well as the passengers of the *On Fat*, and another boat, passing through Samshui one hour later, applied to Captain Webster, H.M.S. *Alcock*, which, with the *Robin*, was anchored within 400 yards of the *On Fat*, for a guard of men, not only for protection but with a view to assisting investigations at Ma Ning and other places down the river.

THE KWANG-SI REBELLION.

A belated despatch was received in Canton yesterday evening to the effect that the five hundred Imperial troops recently despatched from Canton by the transport *Pub Po* to Teen Pak, had met with a severe check from the rebels at a place called Yong Ning, in the province of Kwang-Si. It appears that the troops under the command of Major Lin landed at Teen Pak harbour on the 26th December and, after striking inland to effect a junction with the Imperial troops, quartered at Chi Yuen, where they were ambushed by the rebels at the Yong Ning pass. The troops carried a considerable amount of ammunition and military supplies for the garrison of Chi Yuen, which fell into the hands of the rebels. After the encounter with the rebels, and the subsequent flight of the Imperial troops, many of the rebels deserted. It is also reported that the Imperial Government on receipt of the news summoned a hurried council, and decided to send another contingent of two thousand strong. Chi Yuen is a city on the borders of Kwei Chow and Yunnan provinces.

NAVAL WEDDING.

A remarkably pretty naval wedding was solemnised on the 18th ult. in Stoke Damerel parish church. Dernport, the contracting parties being Mr. Leslie Harry Maxey Barwell Buchanan, eldest son of Mr. H. M. B. Buchanan, of Hales Hall, Market Drayton, Shropshire, and Winifred Barbara, youngest daughter of Fleet-Paymaster E. S. Edwards, R. N. Barracks, Devonport, and 2, Burgoynes' Villas, Plymouth. The service, which was "choral," was attended by a large number of friends, the officiating clergy being Rev. W. E. C. Phelps, curate of Silverton, and cousin of Stoke Damerel, and Rev. H. K. Moore, chaplain of the R. N. Barracks, Devonport. The bride wore a beautiful gown of white Roman satin, with a train exquisitely trimmed with orange blossom and chiffon. Her long veil was surmounted with a wreath of orange blossoms. Her only ornament was a magnificent diamond and pearl ring, a present from the bridegroom, Miss Etha Edwards, cousin of the bride, the only bridesmaid, was attired in a very pretty white tucker silk gown, with chiffon train, trimmed with lace, and a blue picture hat. The bride was given away by her father, who was in uniform. Mr. William Stephen acted as "best man." In the afternoon, the bride and bridegroom left for Torquay for the honeymoon.

The bride's travelling dress was in pale blue, with picture hat, trimmed with blue ribbons, green leaves, and white flowers.

RAUDS.

The "Rau" crushing result for four weeks ending on the 10th instant comes to the following:—stone crushed 3,383 tons, smelted gold obtained 772 ounces, average per ton 4 dwt.

RICE.

In their circular, dated Sagon, 15th instant, Messrs. Wm. G. Hale and Co. report:

"Latest advice received from the interior point that at the end of last month, rice have

fallen in most of the Provinces, causing

damage to the early Paddy on the point of

being harvested in some parts, and bringing a

slight amelioration to the late Paddy in upper

districts which were suffering from drought;

but, on the whole, merely equilibrating the

situation of our Crop, the yield of which no

doubt, will prove of a poor average.

New Paddy, to the extent of 2,500 piculs

daily, is coming to market since the beginning

of this month, and, is, at present, eagerly

bought at prices varying from \$2.90 to \$2.05

per picul, first cost, at the Mills, fears being

entertained that, ere long, they will rise

considerably. Larger supplies are not looked

for until after the Chinese New Year holidays,

which begin on the 29th instant and will, as

usual, put a stop to all business for about a

week.

As for our market, it shows a firmer tendency

consequent upon a sudden demand for the

Philippines and a revival of business with

China and Japan. There are occasional inqui

ries for Home shipments, but present prices

are merely prohibitive in this direction.

Up to the present, the total amounts con

tracted for are about:—Tons 25, 00 for Europe,

45, 00 for Japan, 12, 00 for the Philippines,

and 6,00 for Java.

SHIPPING AND FREIGHT.

Freights are better. Saigon to Hongkong,

15 cents per picul is offering for early February

loading. To one port Philippines, 35 cents

per picul, first cost, at the Mills, been paid for end of February loading.

To one port Japan, 35 to 36 cents

per picul for March loading. Saigon to Java,

26 cents per picul. Coal freights are weak.

Mojii to Hongkong \$2 per ton, Mojii to Sing

apore \$1.80 per ton. The following are the

charters since the 16th inst.:

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL.
MONTHLY SAILINGS FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	STEAMERS	STEAMERS	STEAMERS	STEAMERS
GLASGOW and LIVERPOOL	"PAKLING"	28th January.	"DIOMED"	28th	
"	"CHINGWO"	3rd February.	"MACHAON"	11th	
"	"ACHILLES"	19th	"	"	

HOMEBWARDS.

FOR	LONDON BERTH.	STEAMERS	TO SAIL ON	LONDON BERTH.	STEAMERS	TO SAIL ON
LONDON	"TELEMACHUS"	7th February.	"TELEMACHUS"	7th February.	"PROMETHEUS"	17th February.
"	"ILOMED"	3rd March.	"ILOMED"	3rd March.	"MACHAON"	17th March.
"	"GLAUCUS"	31st March.	"GLAUCUS"	31st March.	"KINTUCK"	20th March.

LIVERPOOL BERTH.

LIVERPOOL	STEAMERS	TO SAIL ON
(Taking Cargo at London Rates.)	"DARDANUS"	20th February.
"	"KINTUCK"	20th March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL ON
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST POINTS <i>via</i>	"PAKLING"	30th January.
NAGASAKI, KOBE and YOKOHAMA	"PAKLING"	30th January.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th January, 1903. [8]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WEAMPDA"	28th January.
MANILA, CEBU and ILOILO	"KWEIYANG"	6th February.
KOBE and YOKOHAMA	"CHANGSHA"	11th
MANILA	"SUNGKING"	12th
ILOILO	"TSINAN"	16th
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	16th
CEBU and ILOILO	"KAIFONG"	17th

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

§ See Special Advertisement.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd January, 1903. [7]

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	28th January, at Noon.
DIAMANTE	1980	A. H. Notley	Do.	3rd February, at Noon.
ZAFIRO	2540	R. Rodger	Do.	6th
PERLA	1980	J. McIntyre	Do.	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd January, 1903. [1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG *via* MOJI, KOBE
AND YOKOHAMA.

FOR PORTLAND OREGON

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship Tons Captain To Sail

"INDRAVELLI"

4,890

W. E. Craven

Jan. 25, 1903.

"INDRAPURA"

4,899

A. E. Hollingsworth

Feb. 25, "

"INDRASAMHA"

5,197

R. P. Craven

Mar. 16, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations. Steamers Captains Sailing Dates.

FOR FOOCHOW*"ANPING MARU"

J. Goto

SATURDAY, 31st January.

FOR TAMSUI*"DAIJIN MARU"

T. Ogata

SUNDAY, 1st February.

FOR ANPING*"MAIDZURU MARU"

T. Saito

WEDNESDAY, 4th February.

FOR TAMSUI*"DAIGI MARU"

T. W. Groves

SUNDAY, 8th February.

* *via* SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Flag, subject to periodical inspection by the Government Marine Surveyors and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamer for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YOUNG KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office, at No. 3, Des Voeux Road Central.

I. ARIMA, Manager.

Hongkong, 24th January, 1903. [1370]

Shipping—Steamers.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY
LIMITED.

HONGKONG-MANILA,

REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$36.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th January, 1903. [1350]

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY
AND MELBOURNE.

VIA

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE
TO SYDNEY 20 DAYS.Saloon Passengers carried as SPECIALLY
REDUCED RATES, particulars of which can
be obtained on application to the Undersigned.

NEXT SAILINGS.

"TSINAN"

leaves on 16th Feb.

"CHANGSHA"

7th Mar.

"CHINGTU"

4th April.

"TAIYUAN"

22nd "

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,
Agents, C. N. Co. Ltd.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"

Capt. Mason.

Departures from HONGKONG to MACAO,

Daily, at 7.30 A.M. SUNDAY including.

Departures from MACAO to HONGKONG,

Daily, at 7.30 P.M. SUNDAY including.

This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class

\$2.00

2nd

1.00

3rd

50

Further Particulars may be obtained at the

Office of the

WING ON STEAMSHIP CO.,

No. 42, Bonham Strand West.

Hongkong, 24th January, 1903. [1362]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

Post Office.

A Mail will close:
For Canton—Per *Powen*, to-morrow, the 25th instant, at 9 A.M.
For Kungchuk and Samshui—Per *Tungkong*, to-morrow, the 25th instant, at 9 A.M.
For Canton—Per *Powen*, to-morrow, the 25th instant, at 9 A.M.
For Shanghai—Per *Doris*, to-morrow, the 25th instant, at 9 A.M.
For Canton—Per *Futshan*, on Monday, the 26th instant, at 7:30 A.M.
For Europe, &c., India, via *Tuticorin*—Per *Caledonia*, on Monday, the 26th instant, at 11 A.M.
For Macao—Per *Hengshan*, on Monday, the 26th instant, at 11 A.M.
For Nantao—Per *Tatler*, on Monday, the 26th instant, at 3 P.M.
For Manila—Per *Yueisang*, on Monday, the 26th instant, at 3 P.M.
For Canton—Per *Hankow*, on Monday, the 26th instant, at 5 P.M.
For Singapore, Colombo and Bombay—Per *Pekin*, on Tuesday, the 27th instant, at 11 A.M.
For Singapore and Bombay—Per *Tirol*, on Tuesday, the 27th instant, at 1 P.M.
For Shanghai—Moj, Koh, Yokohama, Victoria, (B.C.) and Seattle, (U.S.A.)—Per *Kaga Maru*, on Tuesday, the 27th instant, at 3 P.M.
For Haiphong—Per *Hongkong*, on Wednesday, the 28th instant, at 9 A.M.
For Manila—Per *Rubi*, on Wednesday, the 28th instant, at 11 A.M.
For Singapore, Penang and Calcutta—Per *Lutang*, on Wednesday, the 28th instant, at 11 A.M.
For Shanghai—Per *Wu-hsien*, on Wednesday, the 28th instant, at 3 P.M.
For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Yavata Maru*, on Friday, the 30th instant, at 3 P.M.
For Europe, &c., India, via *Tuticorin*—Per *Chusan*, on Saturday, the 31st instant, at 11 A.M.
For Singapore, Penang and Colombo—Per *Manila*, on Tuesday, the 3rd Feb., at 11 A.M.
For Manila—Per *Diamante*, on Tuesday, the 3rd instant, at 11 A.M.
For Europe, &c., India, via *Tuticorin*—Per *Durastrol*, on Wednesday, the 4th Feb., at 11 A.M.
For Manila—Per *Zafiro*, on Friday, the 6th Feb., at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, on Wednesday, the 11th Feb., at 11 A.M.

VESSELS IN PORT.

STEAMERS.
AIRLINE, British steamer, 2,500, St. John George, 6th Jan.—Sydney 9th Dec., and Manila 3rd Jan., General—Gibb, Livingston & Co.
ANDREE RICKMERS, German steamer, 1,020, H. Kohn, 21st Jan.—Saigon 17th Jan., Rice—Arnold, Karberg & Co.
ARNOLD LUVKEN, German steamer, 1,095, C. Ueberfeldt, 17th Jan.—Saigon 12th Jan., Rice—E. A. Trading Co.
BENVENUTO, British steamer, 1,410, A. Webster, 8th Jan.—Java 29th Dec., Sugar—Gibb, Livingston & Co.
BINGO MARU, Japanese steamer, 3,870, F. Davies, 2nd Jan.—Yokohama 10th Jan., General—Nippon Yusen Kaisha.
BINI THUAN, French steamer, 94, Frey, 20th Jan.—Saigon 14th Jan., Rice and Flour—Bradley & Co.
BRANDI, Norwegian steamer, 1,519, John Thorsen, 17th Dec.—Chinkiang 8th Dec., Rice—Carlowitz & Co.
CHIYODA, British steamer, 2,467, R. Cox, 18th Jan.—Samarang 8th Jan., Sugar—Jardine, Matheson & Co.
CHIOWTAI, German steamer, 1,115, H. Textor, 21st Jan.—Bangkok via Swatow 12th Jan., General, Rice and Teakwood—Butterfield & Swire.
DAIGI MARU, Japanese steamer, 846, T. W. Groves, 21st Jan.—Tamsui 18th Jan., Amoy 19th, and Swatow 20th, General—Osaka Shosei Kaisha.
DEUTERON, German steamer, 1,001, F. Frahm, 23rd Jan.—Swatow 22nd Jan., Ballast—Siemssen & Co.
DORIS, Norwegian steamer, 965, K. Jacobsen, 2nd Jan.—Canton 22nd Jan., General—Nam Wo.
EMPEROR OF INDIA, British steamer, 5,904, O. P. Marshall R.N.R., 20th Jan.—Vancouver 29th Dec., and Shanghai 17th Jan., Mails and General—C. P. R. Co.
HALLOONG, British steamer, 783, S. Gibson, 21st Jan.—Swatow 22nd Jan., General—Douglas, Laprak & Co.
HIKOSAN MARU, Japanese steamer, 2,302, P. Hallstrom, 15th Jan.—Kuchinozou 11th Jan., Coal—Mitsui, Bussan Kaisha.
INBRALLE, British steamer, 3,152, General, 17th Jan.—Portland, Or., 10th Dec., General—P. & A. S. Co.
KACHIDATE MARU, Japanese steamer, 2,130, S. Fusiki 23rd Jan.—Kuchinozou 18th Jan., Coal—Mitsui Bussan Kaisha.
KAGA MARU, Japanese steamer, 3,906, Gen. Anderson 17th Jan.—Shanghai 17th Jan., General—Nippon Yusen Kaisha.
LAISANG, British steamer, 2,225, E. J. Tadd, 18th Jan.—Singapore 12th Jan., General—Jardine, Matheson & Co.
MAUSANG, British steamer, 1,644, W. D. Welsh, 19th Jan.—Sandakan 13th Jan., Timber and General—Jardine, Matheson & Co.
PETCHABURI, German steamer, 1,373, G. Hillmann, 2nd Jan.—Trombolong 8th Jan., Sugar—Order.
PROMETHEUS, Norwegian steamer, 1,023, H. Lersbryggen, 19th Jan.—Moj, 13th Jan., Coal—Hartling Bushman.
SENSA, Norwegian steamer, 979, H. Barge, 15th Jan.—Sourabaya 30th Jan., Sugar—Sander, Wieler & Co.
SHANTUNG, German steamer, 1,057, M. Engelhardt, 8th Jan.—Singapore 29th Dec., Oil—Mr. Geo. McLain.
SKULD, Norwegian steamer, 917, A. Berbom, 21st Jan.—Bangkok 12th Jan., Rice—Mengtong Sieng Kee.
SMITHADE, British steamer, 2,995, J. Stewart, 12th Jan.—New York 15th Jan., Case Oil—Standard Oil Co.
TANSUI, British steamer, 919, G. E. Eddy, 23rd Jan.—Canton 22nd Jan., General—Butterfield & Swire.
TETARTOS, German steamer, 1,578, W. Dinsse, 22nd Jan.—Hoibow 21st Jan., Rice—Siemssen & Co.
YUNNAN, British steamer, 1,206, Wm. Benson, 21st Jan.—Chinwang 17th Jan., Coal—Butterfield & Swire.
YUNNAN, British steamer, 1,128, P. H. Rose, R. N.R., 7th Jan.—Macao 4th Jan., Hemp—Jardine, Matheson & Co.

SAILING VESSELS.

EVIE J. RAY, American bark, 918, Kasten, 12th Dec.—Rajah 17th Oct., Timber—Sander, Wieler & Co.
GROSVENOR, British barque, 516, Boga, 13th June—Mauritius 16th January, Sugar—Abdoela & Co.
H. LUNEMANN, American ship, 900, O. Johnsen, 16th Dec.—Port Townsend 2nd Sept., Lumber—Order.
LOTHAIR, Italian steamer, 94, Antonio M. Schiaffo, 4th Dec.—from Callao, Peru—General—Order.

HONGKONG AND WHAMPoa DOCK RETURNS.

H. J. G. M. S. *Ills*, " Kowloon Dock, Heinrich Menell, " Kowloon Dock, H. L. Linsmann, " Kowloon Dock, Paul Doumer, " Kowloon Dock, Vicente, " Kowloon Dock, Brind, " Cosmopolitan, Kinsbun, " Aberdeen, Hermann Menell, " Aberdeen, Pioner, " Kowloon Dock.

VISITORS AT THE HONGKONG HOTEL.

Airey, Mrs. Bailey, W. S. Levy, J. Lloyd, Mr. and Mrs. A. Barrett, H. Mackowan, R. T. Mackenzie, Lt. Col. D. Mast, Mr. and Mrs. E. Bonner, E. Mast, S. E. McGar, T. P. McCabe, A. Miller, Mrs. Mr. and Mrs. Murphy, Mr. and Mrs. E. O. Neilson, O. Newman, M. K. North, R. N. C. J. Osborn, Mrs. Paitman, H. A. Rankin, J. Reeve, Miss Rich, T. Ridgen, Mrs. Schiander, K. A. Shelly, Mrs. Shelly, W. D. Scott, C. Snewin, E. A. Terkelson, O. Thomson, Dr. J. C. Trevoux, J. Vaille, Mr. and Mrs. J. H. Vickers, Miss. Vickers, Mr. and Mrs. and 2 servants Warren, Mr. and Mrs. Watkins, C. A. Wenyon, W. F. Whiston, Mrs. A. M. Wilson, Mrs. B. & child T. C. Joseph, Mr. and Mrs. Katsch, E. A.

VISITORS AT THE KING EDWARD HOTEL.

Corbach, Capt. Van Langlands, A. O. D., Davidson, N. K. Focke, F. Hawley, Mr. and Mrs. Ponifex, E. C. Geo. M. Hay, C. H. P. Hughes, R. A. M. C., Col. G. A. Kehan, Th. Kiene, F. Krebs, Capt. & Mrs. H.

VISITORS AT THE CONNAUGHT HOTEL.

Behell, Mr. and Mrs. Humphreys, W. W. F. and child Kerr, R. Paterson, R. Reiley, F. Royce, W. Brewitt, Mr. and Mrs. A. Paul and family Robertson, N. H. Rutherford, D. H. Darnell, H. B. Dufour, Mrs. Dutt, Dr. A. C. Eyre, H. Friedrichson, P. Grant, Powel Houghton, R.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Bruisse, George. Hardy, Lieut. Comdr. Ernest, C. Benson, A.P.D. Major and Mrs. H. G. Berkley, H. Horner, Gilbert. Bortenheimer, Mr. and A. W. Mrs. A. H. and children Brabazon, Ralph A. Brayne, H. F. R. Brown, F. E. Col. L. F. McDermott, A. P. B. Bryson, A. Chapman, Mr. & Mrs. C. Cockell, Edgar. Crake, William A. Denny, D.A.M.G. Major and Mrs. W. A. C. Eickstein, Dr. Gustav Mrs. Reid, Mr. and Mrs. T. H. Fawcett, R. A. Capt. Ramsey, R. N. Hon. R. P. H. Murry. Fawcett, Mrs. P. H. Sherbooke, R. N. Lieut. Mrs. G. H. French, A.S.C. Major Sherbooke, Mrs. H. G. G. A. Sinclair, A. Smith, Mr. and Mrs. Harrison, F. Gros, Mr. and Mrs. E. F. Spalchikov, W. O. C. Hamilton, Maj. A. B. Stokes, A. G. Venbom, S. T.

VISITORS AT CRAIGIEBURN.

Bernard, Mrs. Harvey, Lieut. and Dann, Mr. and Mrs. Mrs. J. S. G. K. Denison, A. Lambelle, Lieut. and Mrs. F. W. G. Garrard, Jr., U. S. A. Parker, Capt. and Mrs. Whitehead, Mr. & Mrs. Crockett, Mrs. C. St. James, C. S. Denby, Major and Mrs. Harrison, Mr. W. S.

VISITORS AT THE KOWLOON HOTEL.

Back, Stanley Nobbs, A. P. Price, F. H. Crockett, Capt. Rodes, O. Crockett, Mrs. Rodes, E. Crockett, Miss Wheeley, Mr. and Mrs. Denby, Major and Mrs. J.

VISITORS AT THE QUEENS HOTEL.

Clausen, Mrs. Keith, Mr. and Mrs. and 2 children Key, Dr. Fuchs, C. Merabot, R. Good, I. M. S. Dr. & Mrs. Stackwood, Mr. & Mrs. Sator, Lieut. Jones, Mr. and Mrs. M. Vandenbos, Mr. and 3 children

SHIPS PASSED THE CANAL.

Outward—23rd December—Silkonia, Beneluch, 30th December—Paking, Yaroslak, Formosa, 2nd January—Asia Maru, Dromed, Glenturier, 6th January—Mata, Indramay, Sencar, 9th January—Ching Wo, 13th January—Nippon, Preussen, Shanghai, Marburg, Lennas, 16th January—Annam, Bayern, 20th January—Andastua, Hero, Neptune.

Homeward—23rd December—Ducallan, 30th December—Dardanus, and January—Border Knight, 9th January—Bamberg, Kenebeek, Benader, 13th January—Tantalus, 16th January—Kamakura Maru, Maehon, 20th January—Indrawadi.

Arrivals at Home—2nd January—Gera, 6th January—Glenartney, Sydney, Vislemar, Wakasa Maru, Lowther Castle, 9th January—Agaunnon, Coville, 13th January—Indus, Patroclus, Serbla, 16th January—Ktauchou, Marquis Bacqueham, 20th January—Kanagawa Maru.

PROJECTED SAILINGS.

DESTINATION. VESSELS. DATE.

Anping, &c. Mandarin Maru, Feb. 4. Bremen, &c. Sachsen, April 15. Kaiuschosu, Mar. 29. Bayern, May 13. Preussen, Mar. 4. Darmstadt, Feb. 4. Hamburg, Mar. 18. Prinz Heinrich, April 1. Roon, June 11. P. R. Lufi-pold, Jan. 27. Hiroshima Maru, Feb. 17. Kalfong, Feb. 17. Tirol, Jan. 7. Fiume, &c. Ningpo Maru, Jan. 28. Genoa, &c. Genoa, Feb. 2. Havre & Hamburg, " C. Fred. Lacisz, Feb. 26. Hamburg, Mar. 10. Andalusia, Mar. 19. Almibia, Feb. 3. Pyrrhus, Feb. 20. Caledon, Jan. 26. Ronila Maru, Jan. 28. Zafiro, Feb. 6. Rubi, Jan. 28. Diamante, Feb. 3. Sungkhang, Feb. 12. Yuensang, Jan. 26. Kweiyang, Feb. 6. Hindustan, Feb. 4. Indradeo, Feb. 10. Gibraltar, Feb. 14. Idrapura, Jan. 25. Indrasama, Mar. 16. Nippon Maru, Feb. 24. City of Peking, Feb. 1. Gaelic, Mar. 7. Coptic, Feb. 10. Korea, Feb. 27. Hongkong Maru, Mar. 17. China, Mar. 24. Doric, April 1. America Maru, Feb. 17. Oceanian, Jan. 26. Whampoa, Jan. 28. Pekin, Jan. 27. Laisang, Jan. 28. Thales, Jan. 27. Dajin Maru, Feb. 1. Daitai, Jan. 23. Tsian, Feb. 16. Changsha, Mar. 7. Chingtu, April 4. Taiyuan, April 22. Pleiades, Feb. 7. Shawmut, Feb. 17. Lyra, Mar. 10. Victoria, Mar. 17. Pakling, Jan. 30. Kaga Maru, Jan. 28.

January 23rd, 1903, a.m.

Wladivostock, 9 a.m. 30.10.32.99. — o. f. emur, 9 a.m. 30.31. — sv. 2. — Hakodate, 9 a.m. 30.36. — sv. 2. — Tokio, 9 a.m. 30.45. — nw. 2. — Kochi, 9 a.m. 30.3. — se. 8. — Nagasaki, 9 a.m. 30.34. — e. 4. — Oshima, 9 a.m. 30.28. — st. 4. — Naha, 9 a.m. 30.17. — sv. 6. — Ishigakijima, 9 a.m. 30.09. — s. 6. — Tainoku, 9 a.m. 30.12. — o. 0. — Taichu, 9 a.m. 30.11. — ns. 2. — Tainan, 9 a.m. 30.09. — n. 4. — Koushu, 9 a.m. 30.08. — ns. 2. — Pescadores, 9 a.m. 30.13. — ne. 2. — Sharp Peak, 9 a.m. 30.25.46.100. vnv. 3. — Amoy, 6.30 a.m. 30.19.60.88. — o. f. — S. C. Dr. Robert, 9 a.m. 30.21.57.94. — o. f. — Edwards, Mrs. E. Reid, Mr. and Mrs. T. H. Fawcett, R. A. Capt. Ramsey, R. N. Hon. R. P. H. Murry. Fawcett, Mrs. P. H. Sherbooke, R. N. Lieut. Mrs. G. H. French, A.S.C. Major Sherbooke, Mrs. H. G. G. A. Sinclair, A. Smith, Mr. and Mrs. Harrison, F. Gros, Mr. and Mrs. E. F. Spalchikov, W. O. C. Hamilton, Maj. A. B. Stokes, A. G. Venbom, S. T.

CHINA COAST METEOROLOGICAL REGISTER.

January 23rd, 1903, a.m.

Wladivostock, 9 a.m. 30.10.32.99. — o. f. emur, 9 a.m. 30.31. — sv. 2. — Hakodate, 9 a.m. 30.36. — sv. 2. — Tokio, 9 a.m. 30.45. — nw. 2. — Kochi, 9 a.m. 30.3. — se. 8. — Nagasaki, 9 a.m. 30.34. — e. 4. — Oshima, 9 a.m. 30.28. — st. 4. — Naha, 9 a.m. 30.17. — sv. 6. — Ishigakijima, 9 a.m. 30.09. — s. 6. — Tainoku, 9 a.m. 30.11. — ns. 2. — Tainan, 9 a.m. 30.09. — n. 4. — Koushu, 9 a.m. 30.08. — ns. 2. — Pescadores, 9 a.m. 30.13. — ne. 2. — Sharp Peak, 9 a.m. 30.25.46.100. vnv. 3. — Amoy, 6.30 a.m. 30.19.60.88. — o. f. — S. C. Dr. Robert, 9 a.m. 30.21.57.94. — o. f. — Edwards, Mrs. E. Reid, Mr. and Mrs. T. H. Fawcett, R. A. Capt. Ramsey, R. N. Hon. R. P. H. Murry. Fawcett, Mrs. P. H. Sherbooke, R. N. Lieut. Mrs. G. H. French, A.S.C. Major Sherbooke, Mrs. H. G. G. A. Sinclair, A. Smith, Mr. and Mrs. Harrison, F. Gros, Mr. and Mrs. E. F. Spalchikov, W. O. C. Hamilton, Maj. A. B. Stokes, A. G. Venbom, S. T.

YESTERDAY.

WEATHER REPORT.

Bromine, 9.19. — 10.11. Temperature, 9.00. — 9.99. Humidity, 74.5. — 74.7. Rainfall, 1.1. — 1.2.

THE SHARE MARKET.

LATEST QUOTATIONS.

(JANUARY 24th.)

STOCKS.	PAID UP VALUE	LAST DIVIDEND.	LATEST QUOTATION.
Hongkong and Shanghai Banking Corporation	\$ 125	\$ Div. of \$1.10. @ ex. 1/8. — \$17.50 for half-year ending 30/6/1902.	\$700 sales.
National Bank of China, Limited	\$ 8	\$ 1/8 on A. shares for 1902.	\$22 ex div. \$10.
Do. Founders	\$ 1	\$ 1/8 on B. shares for 1902.	
BANKS.			
Hongkong and Shanghai Banking Corporation	\$ 100	60 per cent—\$30 per share for 1901.	
China Traders' Insurance Company, Limited	\$ 25		

Gentleman's
Outfitting
Department
Now Open.
—
28, Queen's Road
Opposite
Hongkong Hotel.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,
General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

Gentleman's
Outfitting
Department
Now Open.
—
28, Queen's Road
Opposite
Hongkong Hotel.

FRESH ARRIVALS FOR THE RACE SEASON
at 34, Queen's Road Central.

LADIES' GLOVES.

SPECIAL OFFER. FOWNES' BLACK SUEDE GLOVES FOR EVENING WEAR, \$2.25 PER PAIR.
DENTS' WHITE PARIS CASTOR 4-BUTTON STITCHED WHITE OR BLACK \$1.25.
THE ABOVE ARE BEING CLEARED BELOW COST AND ARE THIS SEASON'S STOCK.

NEW PARISIENNE MILLINERY

LIGHT SPRING DRESS GOODS, LACES, CHIFFONS, REAL LACE, COLLARS AND
BERTHAS, FLOWERS, GLOVES, SILKS, FANCY RIBBONS,
OSTRICH FEATHER FANS.

BLACK SUEDE GLOVES NOW IN STOCK. WHITE KID HAVE ALSO ARRIVED.

GENTLEMEN'S DEPARTMENT,

28, Queen's Road Central.

NEW GOODS EVERY 14 DAYS.

120 GENTLEMEN'S PANAMAS NOW ON SHOW.

SMART NECKWEAR IN EXCLUSIVE PATTERNS.
BEST QUALITY FRENCH PRINT SHIRTS.

GENT'S GLOVES, GENTS GLOVES.